G R. S. 59]

GENERAL AND REVENUE SECRETARIAT.

190/
(Courts)

File No. 97—11

Serial Nos.

Papers Filed.

Month March 1912

2nd " 1912

SUBJECT.

Appeal of J. E. Watters, to the Madras High Court, in the K.G. Fields "overwinding" case

PREVIOUS REFERENCES.	LATER REFERENCES.
Cts 97—11/1—17/ B March 1912	

C.R.W. Nairn
2/7/12

G.R.S. 11] 1911

GENERAL AND REVENUE SECRETARIAT.

(Courts)

NOTES.

File No. 97-11

FILE HEADING.

Appeal of G. S. Walters in the Madras High Court, in the K.G. Fields re overwinding "Ca

From

No.	Dated	Received

Diary No.	Enclos.	Spare Copies.	Serial No.

BRIEF ABSTRACT OF LETTER.

NOTES AND ORDERS.

NOTES—First Sheet.

GPB—30,000—12-8-11

D.O. No. 2941
18.8.11

GOVERNMENT OF MYSORE

Champion Reefs

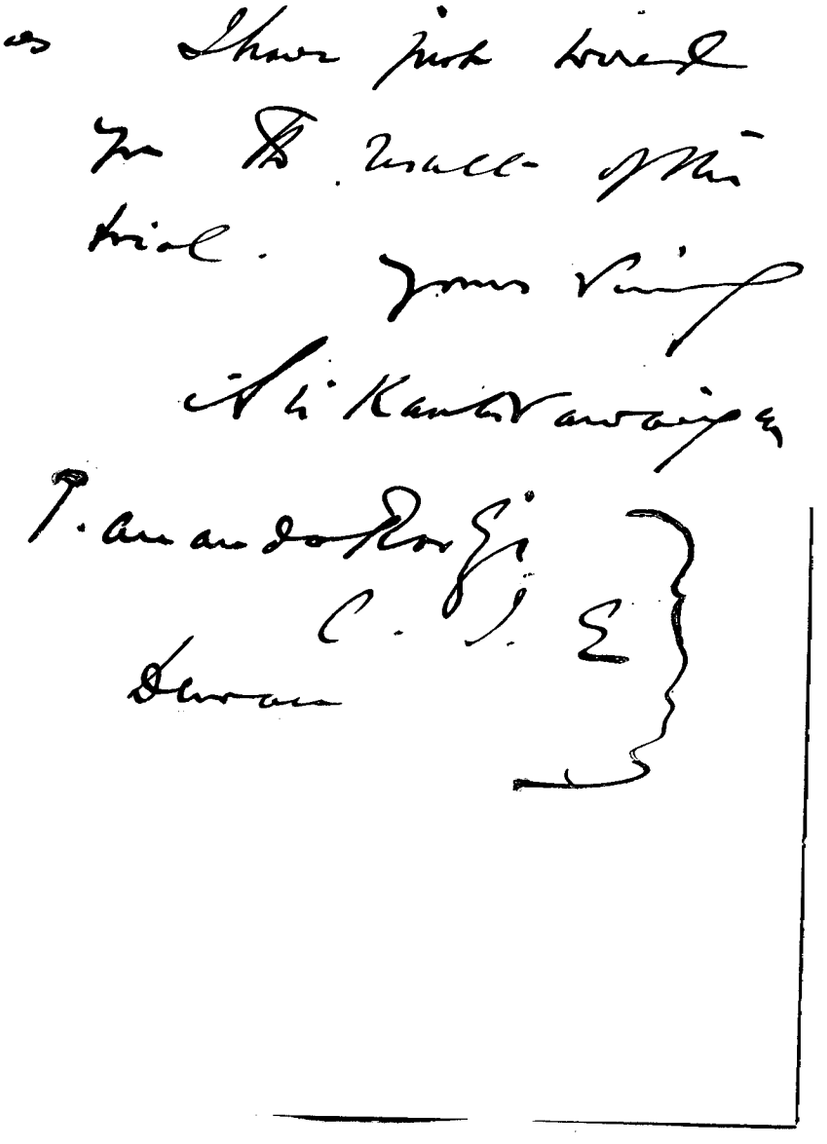
17 August 1911

My dear Sir,

Mr. Bonney has just delivered [illegible] —
Sir Champion Reefs
Tenant's Shaft Engine
Down Walling Pulley
[illegible] Contract
[illegible] Three months [illegible]
imprisonment, which

under all the circumstances
of the case, I consider
it substantially fair.

Submit herewith,
for information, a
copy of the judgment
along with a copy
of the Inspector's
Report which
fixes the particulars.



D.O.No. 2677/Enc 1

Bangalore
17th August 1911

My dear Sir

I send the enclosed letter of the 17th instant from the Deputy Commissioner of Kolar regarding the "overwinding" accident for His Highness' information, in continuation of the papers officially submitted. The Deputy Commissioner saw me yesterday and explained the whole case to me. There is nothing to justify a prosecution under the Indian Penal Code. Accordingly a prosecution has been instituted under the Mines Regulation and the Magistrate will pronounce judgment to-day or to-morrow.

Yours Sincerely
Sd/- T. Ananda Rau.

R.H. Campbell Esqr., I.C.S.,
Private Secretary to His Highness the
Maharaja of Mysore.

P.S. Since the above was written I have received a telegram from the Dept Court announcing that the driver has been convicted and sentenced to 3 months rigorous imprisonment.

Submitted to His Highness.

R

In continuation of my D.O. letter of yesterday to Mr. Campbell, I submit for information a copy of the judgment of Mr. P.F. Bowring in the "overwinding" case at the Champion Reef Mine, received with Mr. Srikanteswara Aiyar's D.O. letter of the 17th instant.

Yrs

T Muthuswamy Rao

18 Aug 21

Record of Cases submitted for the Orders of His Highness the Maharaja

Subject.

Judgment in the "overwinding" case at the Champion Reef Mine.

144

Order.

~~KRM~~
29/8/11

Dewan's order

Tobacy
29
4/9/11

III
4/9/11

2/9/11

1/9/11

2/9/11

Accident No. 219.

Year 1911.

Mysore Geological Department

Inspection of Mines Branch.

Details furnished by Superintendent

Name of Mine — Champion Reef Gold Mine.

Date of Accident — 9th August 1911 Time, 6.45 Class, 4.

Locality — Plat, 25th level, Tennant's Shaft.

Persons in Charge — Mining Officer — Captain C. E. Dabb and Mr. C. T. Roberts, Chief Engineer.
Foreman — C. Vivian.
Contractor — B. Abdul Gafoor No. 537 and 10 others.
Mestri — P. Royappan, No. 3577.

Names of persons Killed	Age	Occupation	Hours worked before accident.	Cause and date of death.
7. P. Kunnie	30	M. J. Coolie	"	Bones of both legs fractured.
D. Munisiwami	28	— Do —	"	Co-fracture and dislocation of both ankles and shock. Died in hospital the same day.
Mallappan	28	Staff Coolie	"	Co-fracture of right leg and shock. Died in hospital the same day.
Sunkaran	35	— Do —	"	Simple fracture of both thighs etc. Died in hospital the same day.
Murugan alias Ramaswami	32	— Do —	"	Wound of both Knees[3] Co-fracture and dislocation of right ankle etc. Died in hospital the same day.
A. Ramaswami	24	M. J. Coolie	"	Co-fracture of both bones of right leg, Concussion of spine. Died in hospital on 11-8-11.
A. Thandarayan	35	— Do —	"	Co-fracture of both bones of left leg etc. amputated through left thigh. Died in hospital on 11-8-11.

Names of persons injured.	Age	occupation	Hours worked before accident.	Nature of injury.
13. Munisawami				Simple fracture of both bones of left leg. S
Muthu.	25	H. J. Cooly	"	Co-Comminuted fracture of both bones of left leg etc. S
N. Munien	22	— Do —	"	Co-fracture of left femur etc, Amputated through left thigh. S
J. Chinnapayan	21	— Do —	"	Co-fracture of head of left tibia with popleteal artery cut. Amputated through left thigh. S
Kannian	19	— Do —	"	Co-fracture of left tibia and fibula etc amputated through both thighs S.
Ponnasuramialia Kuppan,	25	— Do —	"	Severe laceration of left calf and knee and amputated through left thigh. S
Audy	30	— Do —	"	Fracture of right thigh etc, Amputated through right thigh S
Chinnatturuby	32	Boston A 1565	"	Co-fracture of both bones of right leg S
A. Gangan	18	H. J. Cooly	"	Co-fracture of both bones of left leg. S
Hanuman alias Chenga	25	— Do —	"	Injury to back, Chest, right hip and ankle joints, Contusion of left ankle
Vayapuri	22	— Do	"	Scalp wound, wound of left knee injury to Chest and back. S
Gopal Nair	36	— Do	"	Injury to right thigh leg and ankle and wound of left foot, injury to spine. S
Kullan	28	— Do		Co-fracture of both bones of left leg etc. S

How the accident occurred:- Due to an Overwind of the Cage engine whilst lowering men; the descending Cage, in which the injured Coolies were being lowered violently on to the buffer gates at the bottom landing Station at the 25 th level.

(Signed) H. J. Gifford
Superintendent.

9. 8. 11.

Particulars of Enquiry.

Report received — 9-8-1911.

Date of Inspection — 9th & 10th August 1911 } by R. Bonquet Esquire.
Date of Enquiry — }

Particulars obtained by Inspector and Remarks:—

This accident happened about 6.45 Am on the 9th instant and was caused by an overwind of Lennards Shaft Cage engine. The North Cage, descending, had 20 persons in it at the time, and this dashed with such violence onto the Spring buffers at the 25 fms level landing Station that all the occupants were very severely hurt. Assistance being at hand, steps were immediately taken to get them out and render first aid, after which they were sent to surface and onto the hospital as quickly as possible

Of the above 20 persons, one was dead on being removed from the cage; while Six (6) have since succumbed in hospital as a result of injuries sustained, the remaining thirteen (13) are all seriously injured.

The South Cage - empty - was taken up to the Catch-float on the head gear at surface, and there remained suspended, the rope being released by the Pointsman hook and being drawn over the Sheave pulley into the engine room, causing a considerable amount of damage to both the engine and room, before the engine came to a standstill.

J. E. Watters was the driver on shift at the time. He states that he went on duty at 10 o'clock the previous night and worked the engine steadily till about 12.45 Am (9-8-11). After that he had a slack period.

till 5.45 Am when he resumed the raising and lowering of persons and continued practically without intermission until the overwind occurred. He admits that everything went perfectly smoothly until then and that no defects showed themselves in the engine.

On this particular trip he states that after a few revolutions he noticed the engine was going faster than usual for the quantity of steam he had on. He then tried to shut off steam by closing the throttle valve, but found he could'nt. The engine was then going at excess speed, so he reversed her and applied the brakes, both foot and steam, the latter first; by this time the overwind had taken place. He adds:- "I cannot say why I could not close the throttle on

the throttle on this occasion; it's beyond me." Continuing he says he had no difficulty in controlling the engine before this trip; everything seemed to be all right.

Watters has been driving this engine from June to September 1910 and from March of this year up to date. In June 1910 he had an accident, when owing to the engine not being reversed the empty cage was taken up to the catch plate. He admits that he forgot to reverse the engine on this occasion. When he relieved Jackman, the afternoon shift driver, the previous night, the engine was in proper working order.

If any defects were to show themselves, which the drivers cannot adjust, their orders are to report to Mr Clemo, Chief Assistant Engineer.

Watters says that he examined the Steam Starting Valve after the overwind and that there is nothing to show that anything jammed between the beat of this Valve and the Seating; there are no marks on it.

W. J. Paynter, morning Shift driver, and S. Jackman, afternoon Shift driver, of Tennants Cage Engine on the 8th instant, both State that everything was all right with the engine on their respective Shifts and that she was under perfect control.

Mr. W. J. Clemo, Chief Assistant Engineer, states that he is the Engineer in Charge of Tennants Cage engine and has been ever since it started two years ago last March, with the exception of the time he was away on

leave.

During this period only the usual minor repairs have had to be carried out such as the renewing of the brake blocks, etc.

He visited the engine on the morning of the 8th instant, between 7 and 8 o'clock and found everything all right. He passed through the engine room again at 12.30. Pm and saw Paynter, the driver on shift, who reported nothing wrong. No reports were made to him regarding this engine during the rest of the day, but if anything were to go wrong he would be advised at once.

On reaching the engine house shortly before 7 o'clock on the morning of the 9th instant, he met Mr. Roberts, the chief

Engineer, who told him there had been a bad smash, which, according to the driver, Watters, was due to the throttle-valve jamming. He also saw Watters, who said he couldn't shut the throttle-valve. He then went and looked at the valve and says that it was shut. This can be told by the position of the valve spindle, which was flash with the top of the bracket on the valve cover. The valve was next examined by removing the cover and taking it out. It was in perfect order and nothing was discovered inside it, which would cause it to jam. Mr. Roberts was present during the examination of the valve.

Mr. Clemo goes on to say that he then went to the driver's platform and noticed that the throttle

Valve lever was in the position "Shut," that the reverse was in the back position. (N. Cage descending S. Cage ascending) and the brake lever showed that the steam brake was on.

He presumes that the engine was in good running order before this accident, as nothing had been reported wrong in regard to it.

I was advised by Mr Gifford, the Superintendent, that an overwind had occurred at Jonnants Shaft about 8.20 A.M. on the 9th inst, by telephone — on reaching the Shaft top shortly after 9 A.M. I noticed that the S. Cage was suspended on the Catch plate of the head gear and that there was a certain amount of wreckage outside the engine house: on entering the room, Mr. Roberts showed me the Valve, which the

driver, Watters, stated jammed.
I examined it very carefully
and could find no signs in the
shape of dents or marks on the
beat (a turned face) to show that
anything had caused it to jam.
If there had been any obstruction
when the driver tried to close it, such
as a nut or bolt-head, it would
have made a mark on this face

Watters was taken down and
shown this Valve by me; he was
of the same opinion.

I next examined the levers
on the drivers platform and,
found them in the positions —
stated by Mr Clemo. Mr Roberts
then pointed out to me that the
gearing on the N. side of the Engine
(which was intact), Controlled,
by the reversing lever, showed that
the engine had been reversed,

proved by the position of the block which moves up and down in the link of this reversing gearing. On the South side, the corresponding gearing had been destroyed by the loose end of the rope, with shackle attached, flying round before the engine came to a stand still. This had also smashed the various rods, etc, connecting the steam and reverse levers with the throttle valve and reverse gearing respectively.

The South drum had a piece broken off the flange on the South side, but the North drum appeared to be unharmed.

The rope on the latter - of which there are 18 coils remaining when the cage is at the 2 5 th level, or roughly 620 feet. - had all been paid out but it had not been snapped or pulled off or rewound, showing

that the engine had come to rest practically at this moment. A certain amount of damage was done to the roof of the engine house and timber work, but this can be easily repaired.

That the engine was reversed, if further proof be needed, the testimony of the Skip engine driver, Syed Lippoo, as well as of several miners standing at the Shaft top, may be given. They all heard the reports made by the working of the relief Valves on the Cylinders which only come into action when the engine is reversed and steam applied against her - i.e., in the opposite direction to which she is going.

A written notice, signed by Ivor Roberts, for the guidance of the drivers is fixed on a board

in the engine room near the Driver's platform.

It is to this effect that the time taken for a complete trip, from Surface to the 25th level, and Vice Versa, should not be less than 1 1/4 minutes. The maximum Speed of the engine should not exceed 85 revolutions per minute. This gives an average rope Speed of 1,800 ft. per minute, the Vertical depth of the 25th Station from Surface being 2249 ft.

The result of my inspection and investigation, combined with the evidence obtained, goes to prove that Watters, the Driver, lost control of the engine while 20 persons were descending in the North Cage to the 25th landing Station, Chiefly owing to an error of Judgment as to the relative

positions of the 2 cages in the shaft while winding, before cutting off steam, The result was that the descending load after more than counterbalancing the ascending one, caused the engine to attain such a speed - probably far in excess of the maximum permitted - that before Watters realised the state of affairs, it was too late. He applied the brakes and reversed the engine, but this was insufficient to stop the engine until after the occurrence of the overwind.

He says that the throttle valve jammed and therefore he was unable to shut it. There is nothing to prove that such was the case, the valve being all right with no obstruction

inside it. That it should get jammed, after the start of that particular trip, for no accountable reason, cannot be entertained.

He did all he could to try and avert a calamity afterwards, but then it was too late, the whole occurrence being a matter of 20 seconds or possibly ½a minute at the outside.

However it is not for me to decide whether he committed an error of judgement, so I intend to prosecute him for a breach of Rule 200 under Section 33 of the Kolar Mines Regulation.

(Signed) R. Bocquet

Dy: Chief Inspector of Mines
14/8/11. in Kolar

No. 101 dated 14th August 911

Copy forwarded to the Secy